Orient W stor. Claudine, Parker, from Mass and Hawall ports. O. S. S. Mariposa, Rensir, from Sec. S. S. Maripool, Rentile, from San

PARTITIONS, MAIN & W. stur. Einau, Procmus, from Hije

stmr. Iwalani, Greene, from Hasimr, Lehun, Bennett, from Mole-L.L. Stmr. Walabale, Pfliz, from Ka-

Sunday, May & L.-I. stmr. W. G. Hall, from Nawillwill. I.-I. stmr. James Makee, from Kapaa. I.-I. stmr. Ke Au Hou, from Honokaa. Monday, May 6, Am. bkt. S. N. Castle, Nielsen, 18 days

from San Francisco. Am. bk. C. D. Bryant, Culley, 16 days from San Francisco. Br. bk. Highlands, Smith, 74 days from Newcastle.

> SAILED FROM HONOLULU. Friday, May 3.

U. S. N. T. Solace, Winslow, for Ma-

nila via Guam. I.-I. stmr. Mauna Loa, Simerson, for Hawaii and Maut ports. bkt. Benicis, Rowes, for San Francisco.

Saturday, May 4. O. & O. S. S. Coptic, Rinder, for San Francisco Am. schr. Helene, Christiansen, for San

Francisco. Am. sp. M. P. Grace, for the Sound; anchored outside. LI. stmr. Walaleale, Piltz, for Anahola,

Monday, May 6. Am. bk. R. P. Rithet, McPhail, for San Francisco.

Stmr. J. A. Cummins, Searle, for windward Oahu ports. I,-I. stmr. Noeau, Wyman, for Ana-

stmr. Claudine, Parker, for Maul and Hawaii ports. W. stmr. Maul, Sachs, for Hawaii

Inter-Island Steamers Arrive.

At the usual early hour yesterday morning several steamers arrived from

at the usual morning several steamers arrived from the other Islands.

The W. G. Hall came from Nawiliwill with 6,000 bags of sugar, 60 bags of rice, 250 sheep, 21 bags of taro, and 58 packages of sundries.

She brought the following passengers: C. Bellina, H. P. Baldwin, S. Wilcox, Mr. Turner, Mr. and Mrs. Richards, G. Schuman, R. Owens, C. F. Bush, H. Kapu, Miss G. Farmer, Mrs. McKeague, W. Fernandez, G. E. Morgan, Mrs. Sayama, Chin Chock, A. Hoet, Zoller, Grove, Jaeger, Kigby, Huggan, Mrs. Boyd, children and servant; Mr. Lindsay and wife, and sixtyeight deck passengers.

eight deck passengers.
The James Makee arrived from Kawith a load of sugar, but no pas-

sengers.

The Ke Au Hou arrived from Honeka, Maui, with 3.456 bags of sugar, and five deck passengers. On the Island of Kauai 68,239 bags of sugar await

Departed.

shipment.

For Maui and Kona ports, per stmr.
Mauna Loa, May 3.—S. M. Kanakanui,
W. Farrouta. H. W. Knight, Lottle
Cowan, Miss I. Marcus, Mrs. J. Dwight,
James On Tal, Col. S. Morris, Miss
Wassman, Miss Alice Beard, Ars. S.
Greed, Capt. J. H. Harrison, Mrs. J. F.
Eckart, Julian Monsarrat, Geo. Clark,
Mr. Steward, Harry Warren, Nellie Foley, W. H. Crozer, Master Eckhart.

Arrived on Saturday.

Wilder's steamer Kinau, coming and going like clockwork, with Captain Freeman in command and Purser Beckley taking the tickets, arrived from the city of Hilo on Saturday, about the usual time. For freight she frought 30 head of cattle, 4 cows, 2 calves, 11 cords of wood, 140 pigs, 85 bags of tare, 90 bags of corn, 27 bags bags of tare, 90 bags of corn, 27 bage of coffee, and 240 packages of sundries. The following passengers arrived on the popular vessel: John Wand, C. Fellichaels, Father McLaughlin, Palmer O. Woods, Theodore Wolff, A. Fernandes, Mrs. B. C. Finley, Mrs. D. E. Neuman, R. Haroxhunt Jr., Mrs. Kluegel, Miss Kluegel, D. Lawrence, Miss A. R. Coats, A. A. Brymer, H. L. Achilis, N. E. Lemon, Mrs. Kaiwi, G. Nakamura, M. Campbell and son, John Kahuena, Mrs. H. Fernandes, A. B. Loebenstein, Mrs. W. Lidgate, Miss J. Blezard, A. P. Ryan, L. A. de la Nux, Miss A. Rickard, Mrs. W. H. Richard and three children, L. Achin, Y. Afun, George Bell, S. Parker Jr., R. H. Long, Mrs. J. O. Spencer and child, J. F. Woods and wife, H. F. Walker, Norman Kay, J. F. Fenwick, Rev. C. A. Austin, Rev. S. Kond, J. J. Siehed what is known as the under load line rule. This would mean the gov-Walker, Norman Kay, J. F. Fenwick, Rev. C. A. Austin, Rev. S. Kond, J. J. Hogan, C. Akona, Con Look, A. Schler-hots, Rev. H. C. Brum and wife, J. C. Cook, W. H. Cornwell, D. K. Ka-haulello, W. Grapp, George Haggart and wife, L. Hander and wife, James E. Weit and wife, J. B. Harrick, C. E. Weir and wife, J. B. Harrison, C. A. de Cew, T. E. Hobbs, W. Booth, M. Silva, W. Berlowitz, and eighty-seven

Silva, W. Berlowitz, and eighty-seven deck passengers.

The steamer Iwalani arrived from Kukuihaele with Mrs. H. Wicks and three deck passengers. The Walaleale arrived from Anabola with Mrs. S. C. Bertelmann and Miss B. Bertelmann, the only passengers.

The Claudine Arrives.

(From Saturday's daily.)

Wilder's steamer Claudine Captain Parker, arrived from Maui and Hawaii ports at 4 o'clock yesterday morning with 9,000 sacks of sugar, 182 sacks of corn, eighty-eight sacks of taro, twenty-three sacks of rice, ninety-cight hogs and ninety-eight packages of sundries.

The following people arrived on the steamer: J. M. Dowsett, wife and three children, Rev. O. P. Emerson, Miss MacGown, P. R. Helm, J. J. Sullivan, A. H. Wagner, M. D. Monsurratt, G. J. Morse, A. F. R. Jackson, A. Newhouse, T. Bolsselles, E. Estopp, A. Barker and wife and children and servant, Mrs. Pa. Mrs. I. Self, Rev. D. Kani, W. Kani, Mrs. E Kanua and child, Rev. L. K. Kakuni, wife and three children, Mrs. Jardim, Miss Jardim, Mrs. F. Fernandez. C. Bolte, E. J. Catton, F. E. Richardson, John Bichardson and thirty-two deck

worst and most uscless of weeds have considerable feeding value, as shown day and will not be through until by analysis. It is claimed that even Thursday. Canadia thisties, cut when in bloom and stored and their spikes softened in idos, will make a valuable winter food to use for sheep.

New Century Ship.

stand without a raider to sup dead remain stationary to any one without at action, to could product speed the factor "free," to slow sown were or, in other words, as to the mineral of taken and corrects, to so-less racing of propodiers; to to on-

spinis April O'Corne of the states prevantly markle, homoret, juties an these advantages and monly mark for an hysiking in error projected carels for the capic lation of which he now by Lendon.

Jose as the main motive power of the rd is in its wisgs, and of the fish in a pecteral and ventral firm, the power born egged being located about one-ed from the objective end, and imme-taly behind the widest breadth, so in spinin floitinky's ship, in addition to be usual propelling media aft, there is two serses propellers forward, one on ch side, about one-third of the dis-

The bow of the null is in the form of a arrow head, the breadth and beam of streets and alleyways of Chinatown best same increasing from the stem until attains its maximum about one-third telength of the ship, when it gradual.

- curves interally, thus forming relatively wide rounded shoulders, behind streets stands a long two-story woodhich the propellers are placed.

The extreme w. of the bow at its dy or after-portion of the hu., at any oint; the lower part of the vessel's hull ft of her forward propellers, is constructed so as to have a clear run of water from such propellers.

The fact that this ship has her pro-

endent of the rudder, as in case of ac-ident to it she can turn easily in narrow channels with tide, wind or current against her, and can safely ap-proach quays, wharfs or other vessels without tug or line assistance.

speed of her propellers she can remain almost motionless without lines out or anchor down,

Ship Building Yards Combine.

Plans are practically perfected for the pooling of the business of the four

the pdoling of the business of the four American shipyards.

In the deal are the Union Iron Works of San Francisco, the Bath Iron Works of Bath, Me., the Newport News Shipbuilding and Drydock Company of Newport News, Va., and the Clescent Shipyards of Elizabeth, N. J. Unfounded rumors were aftoat to the effect that not fewer than a dozen shipyards are brought into the combination with the object of stifling competition. This, however, those interested in the amalgamation assert, is absolutely without foundation. Competition will be courted rather than evaded. will be courted rather than evaded, and the men who have the enterprise in charge will refuse—and, indeed, have

in charge will refuse—and, indeed, have refused—to widen its scope.

This combination will bring together Lewis sixon of the Crescent Shippards; Edward W. Hyde, president of the Bath Iron Works; Calvin B. Orcutt, president of the Newport News Shipbuilding and Drydock Company, and Iriving M. Scott, president of the Union Iron Works. The Huntington estate will be largely interested in the deal.

Limited to the four shippards men-tioned, the combination will probably form a working agreement with the Cramps, of Philadelphia, which will add greatly to its strength, and enable it to carry out the purposes for town.

The

of business are being followed. There is to be no shipbuilding trust. Community of interest of the four concerns is what is to be established.

To Lewis Nixon, who owns the Crescont Shipwards of Elizabeth Crescont Shipward

line rule. This would mean the gov-ernment marking of a line on a ship's side, which must be submerged before side, which must be submerged before she is given a certificate of seaworthi she is given a certificate of seaworthiness, the same as the Plimsoll mark, which prevents the overloading of vessels. Within the last three months at least ten steamships arrived at New York from Europe in ballast leaking in their forward ballast tanks, this accident being solely the result of the vessels not being submerged sufficiently to be able to combat the elements in the winter season. Another matter the winter season. Another matter that the past winter has served to bring to the attention of the shipping community is the extertion practiced by the natives of Bermuda on disabled vessels that are compelled to put into that place in distress. Many of the American sailing craft that got within twenty to thirty miles of the island were picked up by one of the two tugs located there and charged from \$2,000 to \$4,000 for services rendered, which in many cases occupied not more than three hours' time

Queer Sight on Waterfront.

There is an elevated railroad at work on the British bark Woollahra at the old fish market wharf. The Woollahra Railroad Steamship line, Oregon Rails discharging coal. Instead of slinging coal onto the wharf from the hold f the vessel by means of blg buckets, of in baskets, is placed on a little hatch car of an elevated railroad. which extends from above the main Navigation Company, Southern Pacific hate across the vessel and out over Compa-the wharf, where it is dumped. This Neison. method is rather new to Honolulu, and does not seem to work as well as the

regulation way of using a trip line. Next to the Woollahra lies the schooner Robert Searles, which started to dis-Many plants long classed among the charge her cargo on Friday last, and is now nearly unleaded. The Woolbeen found in recent years to possess labou started to discharge on the same

The report that there was an attempt to necessinate King Charles at Buchar-est, is desiled.

ODORS OF MAGOONVILLE

Foul Conditions Met With on Queen St.

If there is any place in Honoruty that can be said to be inviting an epidemic of disease in almost any form. The form of taxes steamships is one the streets around the section called The form of target stramships is one which Nature Itself suggests. "It is a Magoonville are certainly paving the combination," says the inventor, "of the way for it. This section, which is near roditish head and the mackers! tall," which lent the bless of swift craft to its builders of ships.

The bow of the null is in the form of has the general appearance of the

en building having an enormous frontage on Queen street, part of which is built over the conduit which flows sluggishly down to the ocean,

The residents of this hive are mostly poor people, Hawaiians, Japanese, negroes, a cosmopolitan lot, who for The fact that this ship has her pro-pellers driven by distinctive engines will be ansure less liability to disablement by loss of stern screw, breakdown of en-gine or shaft.

The arrow-headed steamship is inde-pendent of the rudder, as in case of acsecond story rooms get rid of the refuse from their meals by throwing it over the balcony into the street. Por-tions of it are taken to the rear of proach quays, wharfs or other vessels without tug or line assistance.

If required to land against surface wash or currents, by running her forward propellers against the current and increasing the speed of the after one going astern, the vessel will be dragged into her berth, while by equalizing the speed of the revealers who can remain walk. walk

Banana peels, old potatoes, bones, garbage-can stuff of every sort and description are to be found. Yesterday afternoon the air recked with the foul-smelling odor of decaying vegetables, while great swarms of flies gathered about heaps of refuse. Dogs and cats were numerous, acting for the most part as scavengers. The Board of were numerous, acting for the most part as scavengers. The Board of Health inspector for that district has a duty before him which should be attended to without delay.

Despite repeated warnings from the Board of Health the majority of streets down Kaknako-way, and in Kewalo, present a deplorable condition of affects. The boses standing as they defeated the standing as they designed.

fairs. The houses, standing as they do but a foot above the surface, with water reached at less than a foot be-low that, the residents seem disinclined to protect their own health by the simplest devices known to sanitary science. Most of the people prefer de-positing garbage upon the public positing garbage upon the public streets to placing it in barrels and having it carted away.

HOUSE BURNED ON PUNCHBOWL

Homeward bound folks at noon today were treated to the spectacle of a lively fire on the slopes of Punchbowl, plainwill ly visible from almost any part of

The fire was occasioned by the explosion of an oil stove on which Mr. Foreign competition is responsible for the new move of the American ship-builders, and, in fact, English methods

the hill would allow. A further delay-was experienced in getting water, the nearest hydrant being on Alapai street. Opinions were forcibly expressed as to the loss of time in obtaining water, suggestions that the use of the Punch-bowl reservoir might have saved the

building, being freely made.

The water came too late for Myhre's house, and the attention of the department was given to the neighboring dwellings.

flames had spread so rapidly that hardly any personal effects were saved. The children of the family were fortunately absent, or the consences might have proved more dis-

Had the police and fire-box system been instituted, much valuable time could have been saved in getting the engines started.

Mr. Myhre is the Board of Health milk inspector, and has but lately oc-

upled the house, which is a new twotwo-story building.

The property was insured for \$2,000 in the Greenwich Insurance Company.
of New York, for whom Gear & Lan-

Ready to Organize.

A meeting of ship owners and agents 26th for the purpose of effecting an organization to secure co-operation and uniformity of action upon matters pertaining to the conduct of steamship business on the Pacific Coast,

The companies and individual steamwere the Pacific Mail Steamskip Company, Occidental and Oriental Steam-Company, Toyo Kisen Kaisha, Oceanic Steamship Company, Pacific Coast Steamship Company, Panama road and Navigation Company, Pacific Steam Navigation Company, Compania coal, after being hoisted out of the line, American Hawailan line. Pacific Company. Improvement Steamship Company, Oregon Coal and Company, Robert Dollar and Charles

R. P. Schwerin presided at the meeting and F. F. Connor was chosen Sec-

The meeting adopted as a name for organization "The Steamship Managers' Association of San Francia co." It is expected that all of the other companies and owners of ocean-going steam vessels will identify themselves with the association.

The Phoenix, Arizona, farmers com-plain that they have no men to harvest their crops.

LOCAL BREVITIES.

Michigan Company of the Company of t

padgic Ricardicat, a wharfrat, was then in the police station swatering he jave-signated as in his connection inh a historic round in his historical, and high is not his own property.

Makingota Shipping Artical brigit ascepto, Page, accepted days from the Practice general merchandles to thought Italiway Company. Schooner beforder, Masters, eighty-three days from Save, Fill, via Tantit, twenty-one days to hallast, to load sugar at Honolpu for San Francisco.

Sugar on Hawaii—Walenea Mill, 11,
20. Portuguese Mill, 4.500; Wainaku,
2,500; Onomea Sugar Company, 12,000;
espekeo Sugar Company, 11,000; Horamu Sugar Company, 11,000; Horamu Sugar Company, 11,000; Horamu Sugar Company, 11,000; Horamu Sugar Company, 12,000; Horamu Sugar Company, 11,000; Horamu Sugar Company, 11,000; Horamu Sugar Company, 12,000;
Ookala, 11,000; Kukaisu, 3,500; Paauhau, 14,500; Honokas, 11,000; Kukuihasie, 8,000; Honunpo, 7,800; Punaluu, 15,500.

Handsome atrices and shades of

James H. Boyd, the new Superinten-dent of Public Works, and William H. Wright, the new Territorial Treasurer, have announced that no changes will be made in their office personnel until their appointments have been confirm-ed. The former states that merit will observed in making the promotions in his department.

Governor Dole is contemplating a visit to Riverside, California, to recuperate his health. If the Governor concludes to leave he will sail on the Mariposa tomorrow afternoon. As the extra session convenes tomorrow the official duties of the Legislature may prevent him from departing at this time. A decision will be reached toprevent

The Naval Reservation is troubled with salt. The salt sticks up out of the coral surface after a rain like icing on a cake. The naval people are wondering what they can do to get rid of the stuff. They do not want it and are willing that those who do want it \$25.00. should go for it with drays and shovels and cart it off the land. The salt dries and is blown into the eyes of those who have business in the vicinity; it is of no special benefit to bicycle tires, it is a nuisance in many other ways.

Sealer Loses Three Men.

VICTORIA, B. C., April 26.—The sealing schooner Enterprise, first of the sealing fleet to return, arrived tonight under distressing circumstances. She sailed in with her flag at halfmast and with one of her crew lying dead in the sternboat. This unfortunate, who had died on Tuesday last, when off the cape, and was wrapped in blankets and placed in the boat which hung from the stern davits of the schooner, was William Holmberg, a resident of Victoria.

His was the third death of His was the third death of the schooner's company, two others having been drowned in Drakes Bay, on March 15. These two-William Burr, of Buffalo, and Frank Irvine, of Victoria-with H. Haltz had left the schooner in a small boat, which was capsized in the surf.

When the death of Holmberg occurred, the men were so down-hearted, they having only taken five skins since they left Drakes Bay, that they decided to return to port, although there is

ed to return to port, although there is still a week of the scaling season to run. They had but 182 skins for their season's work, and, according to their report, the other schooners of the fleet ll have a low catch. Squally weath-during the season left few hunting

The schooner had a narrow escape from destruction in the path of a large waterspout last Saturday. The spout was first seen when the vessel was in latitude 47.18 and longitude 126.02 west. and was about three miles to leeward, bearing directly toward the vessel. The sealers got their bombgun to fire at the approaching waterspout in an endeavor to break it before it reached the schooner, but the gun's services were not necessary, for the spout broke and fell when not far distant. It lashed the sea into a whiripool, and would have wrecked the schooner had it struck it, as at one time it seemed certain to do.

the same period over 6,000 have been awarded to the same class of men in the army, many of whom have since it all came about in this wise: The risen to the highest grades, while the three in the navy have not been per-mitted to get above sub-lieutenant. The Admiralty have now been petitioned by the chief and warrant officers that the honorary rank of lieutenant new granted to chiefs on retirement who have served three years in that rank, may be granted to officers on the active list having three years seniority as chiefs, that greater facility may be given to young warrant and petty offi-cers to obtain the rank of lieutenant, and that increases of pay be allowed. These claims are strengthened by the circumstance that during the past six years about 200 mercantile marine officers, with little or no knowledge of the intricate routine and mechanism of the navy, have been introduced as "suppleary lieutenants," while rankers within the navy have been refused a similar recognition.

HE NEVER BATHES

Perhaps the best paid laborer in New York, gossips Victor Smith, is a man who works in one of the many launvas held in San Francisco on April dries in West Thirtieth street. He is special washer and ears big wages. Though always cleansing linen. he has no faith in the application of water to the human system. He makes the boast that he has not taken a bath in sixty years. If a person in the launship owners represented at the meeting dry is ill this blanchisseur will say: "Ill are you? Do you ever bathe?" answered in the affirmative, he adds: "Well, I don't wonder you are sick Now, look at me! I am 'most 70 years old. I never have known a day's sickness, and I never took a bath in my life. You don't catch me swashing myself around in the soapsuds like a piec-Sud-Americana de Vapores, Kosmos of solled linen. If you want to be well and live a hundred years, stop bathing."

> Silver is understood to have several allotropic forms. Not less than four varieties of the metal are claimed by Berthelot as a result of recent investigations, the differences being shown in the different amounts of heat registered when silver prepared in various ways was dissolved in mercury.

A number of Porto Ricans are engaged at Mountain View clearing land for the Olaa Sugar Company, under contract with Marianne. The men seem perfectly content and are gaining flesh.

The Olas flume has been constructed to within less than a mile from the Elberon road. The flow of water has so increased that Mr. McStocker finds it necessary to increase the height of the box. An appeal wa

WHITNEY & MARSH, LTD. WHITNEY & MARSH, LTD.

Clearing the Odds and Ends

When after a menth's hig highless a crots finds that it has accumulated a geodalized crap of Odds and Ends, it sometimes requires before measures to their them all away. Hereic measures have took resorted to here this week to clear away the odds and ends of the areas nearth's business we ever did. We have taken the presentation of the price down to the amazing values which you see tolow. What is more although the goods are odds and ends we guarantee the values and will send your money back if you are not satis-

LADIES' SHURTWAISTS-100

Figh white and colored; all of them have been a deflat or more, many as high as \$2.00. We will send one of them postpaid to any address on receipt of price

By mail add he each extra for postage.

Handsome stripes and shades of rustling Italian Cloth. Wears better than silk. Cut liberally with pretty pleats and ruffles. Extraordinary....59c Postage prepaid.

MEN'S GOLF SHIRTS-be-

Stylish, summer shirts in the newest alyles, never have been sold for less than a dollar. To be worn with white collar, With one pair detached link Two by mail to any address for \$L.

MEN'S BALBRIGGAN SHIRTS AND

DDRAWERS-25c.

MEN'S NECKWEAR-25c. The latest caprices in Tecks, Bows Imperials, Derbies, Four in Hands,

WHITNEY & MARSH, LTD. HONOLULU, H. I.

For Sale.

One Studebaker extension TOP SURREY, with pole, shafts, dickey, seat and brake; in good condition. Price, \$200.00.

One pair good CARRIAGE HORSES, sixteen hands high. Price, \$300.00. One DOUBLE HARNESS. Price,

One Hay & Ensilage CUTTER, double geared. Price, \$25.00. Fifty Kou CALABASHES, from 21/2

to 21 inches in diameter. Two Fish and one Pig PLATES. Twelve DISHES and PLATES, kou and mile wood. One Koa sURF BOARD, 71/2 feet

long. One KAUWILA SPEAR, 9 feet long. One KAPA LOG; nine KAPA MAL-

Also, a few Stone Axes, Lamps and Poi Pounders, old Kauai pattern, Mal-ka and Sling Stones. Price, \$1,000.

2278-5849

J. K. FARLEY,

Pain's tramcars and their mongrel steeds travel too fast. So says Judge Wilcox, who has decided that one of these cars and its two small mules "went the pace that kills," for yesterday afternoon he fined one of Pain's drivers \$25 and costs, amounting to \$3.50, for having violated the rule which says that "fast, furious and heedless driving" shall not be allowed.

That one of these rattletrap arks ould be drawn at a speed which any could be one could term "fast, furlous and heedless," seems beyond the conception of cases made and provided, duly filed in the ordinary mortals who suffer themselves to add their nickels daily to the of the said corporation, together with selves to add their nickels daily to the of the said corporation, together with fare boxes in the ends of these cars. Yet it has been officially decided by a Police Magistrate—and none other than the Solomon of the local jurists, Judge Wilcox himself—that such an event took place a few days ago. The driver who was able to make his beasts work to the extent that any one could call the page.

driver of the tramear, a young Hawaii-an, says he was driving on King street toward Palama. One of the big 'busses on that route, driven by a man named White, was also heading in the same di-The driver says that White rection. tried to play tag with him; first the tram was ahead and then the 'bus, and to the fun continued until the curve was reached near Liliha street. The boy says that White knew the space between the curve and curb was too narrow for him to get through, but he nevertheless made the attempt, with the result that the car and bus met in a collision which knocked the car off the track. The boy says that he attempted to stop White from crowding in by striking his horses' eads with his whip.
White, who is an old man, says that

the whole trouble arose from the fact that the driver wanted to be "funny" and did the collision act maliciously. He says that the boy did not strike his horses' heads with his whip but that he struck them on the rump, while they were in front of him and not behind him. His evidence was correborated by were in front of him and not behind him. His evidence was corroborated by other witnesses. The boy said he could not put on his brake because he had the lines in one hand his whip in the other, and therefore the car and 'bus came together with a thud. Both admitted that the courtroom at Walluku, Maui, and therefore the car and 'bus came together with a thud. Both admitted that all the courtroom at walluku, Maui, and the same is hereby appointed as the time and place for hearing said netting and accounts, and that all netting and accounts, and that all netting and accounts and the same is hereby appointed as the time and place for hearing said netting and accounts, and that all netting and accounts and the same is hereby appointed as the time and place for hearing said netting and accounts.

they were traveling pretty fast. It was alleged in the defen It was alleged in the defense that White was intoxicated at the time of the accident. White jumped up, raised his right hand solemnly and said: "I was not drunk, sir; no, sir. And I defy any man who can say that I have

een drunk in the past ten years"; and he affirmation was duly recorded. "I know how you boys drive those cars out Palama way," said Judge Wil-cox, addressing the defendant, "You boys think you own the streets because you drive cars. Just because you happen to be driving a tramcar is no reason why other people haven't got any rights on the streets. This thing of 'ting-a-ling. ting-a-ling!' with that bell of yours and expecting people to jump out of Your way, has got to stop. Other people have just as much right on the streets as you have with your cars. It's the same with these newfangled machines, the automobiles. They come buzzing along, and if anybody happens to get in their way they ring their gongs and expect them they ring their gongs and expect them to get out of the way. They don't own the street yet, either. I suppose when you drove that car the other day you wanted to race with the 'bus, and when you came to that curve you thought you'd try to squeeze the old man out. I suppose you had some chums behind you who said, 'Go on! Go on!' and you went on. I find you guilty and fine you went on. I find you guisty and fine you

An appeal was noted.

BY AUTHORITY.

IN THE CIRCUIT COURT OF THE SECOND CIRCUIT, TERRITORY OF HAWAII.

In the Matter of the Estate of Rob-ert McKibbin, deceased, before Judge John W. Kalua.

A document purporting to be the last will and testament of Robert McKib-bin, deceased, having on the 24th day of April, A. D. 1901, been presented to said Probate Court, and a petition for the probate thereof, and for the issuance of letters testamentary

ance of letters testamentary to John M. Dowsett, having been filed by the said John M. Dowsett,
It is hereby order, that Friday, the 7th day of June, A. D. 1901, at 10 o'clock a. m., of said day, at the courtroom of said court, at Walluku, Maul, be and the same hereby is appointed the time. the same hereby is appointed the time

the same hereby is appointed the time and place for proving said will and hearing said application. Dated Wailuku, April 24th, 1901. By the Court. (Signed): JAS. N. K. KEOLA,

2275-April 30; May 7, 14, 21.

NOTICE TO CREDITORS.

THE UNDERSIGNED HAVING this day been duly appointed administrator of the estate of Sophie Dorothee Rabe, late of Lihue, Kaual, notice is hereby given to all creditors of the said estate to present their claims, duly authenticated, and with the proper vauchers if any exist even claims, duly authenticated, and with
the proper vouchers, if any exist, even
if the claim is secured by mortgage
upon real estate, to him at his residence, Lihue. Kauai, within six months
from date, or such claims will be forever barred.

HANS ISENBERG,
Administrator of the Estate of Sophie Dorothee Rabe.
Lihue Kauai, April 20, 1901.

Lihue, Kauai, April 20, 1901. 2276—April 30; May 7, 14, 21, 28.

TERRITORY OF HAWAII, TREASurer's Office, Honolulu, Oahu. In re Dissolution of the KAILUA COF-

FEE COMPANY, Ltd. Whereas, The KAILUA COFFEE COMPANY, Limited, a corporation established and existing under and by virtue of the laws of the Territory of Hawali, has, pursuant to law in such

During the past ninety years only three commissions as lieutenants have been given to rankers (warrant officers) in the British navy, while during the past ninety years only three commissions as lieutenants have been given to rankers (warrant officers) in the British navy, while during the same period aver 5 mm being desiring to be heard thereon must be in attendance at the office of the undersigned, in the Capitol building, Honolulu at 10 a. m. of said day, to show cause, if any, why said petition should

not be granted. THEO. F. LANSING. Treasurer Territory of Hawaii. Honolulu, April 3, 1901. 2270 T.

THE CIRCUIT COURT OF SECOND CIRCUIT, TERRITORY OF HAWAII.

In re Estate of J. L. King, late of Wailuku, Maul, deceased, intestate. On reading and filing the petition and accounts of A. N. Kepoikai, ad-ministrator of the above entitled es-tate, wherein he asks to be allowed \$553.28, and charges himself with \$249.56, and asks that the same may be examined and approved, and that a final order may be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him and his sureties from all further responsibility as such

petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to the said prop-

Dated Walluku, Maui, May 1, 1901.

By the Court.

JAMES N. K. KEOLA.

Clerk. 2278-May 7, 14, 21, 28,

NOTICE.

FOLLOWING PERSONS, THE THE FOLLOWING PERSONS, whose residences are set opposite their respective names, have this day entered into copartnership in the Dry Goods and General Merchandise business in Hilo, Island and Territory of Hawaii, under the firm name and style of the HOP WARN COMPANY:

C. Hing Chee, of Honolulu, Oahu, Territory of Hawaii.

C. A. Holt, of San Francisco, California.

Chang Chong, of Hilo, Hawaii, Chang Yuk, of Hilo, Hawaii, See Yew, of Hilo, Hawaii, See Yew, of Hilo, Hawaii, Mon Dow, of Hilo, Hawaii, Hoy Chee, of Hilo, Hawaii, Hing Yew, of Hilo, Hawaii, Wong Yee, of Hilo, Hawaii, Hilo, Hawaii, March 25, 1901.